

NEW ZEALAND'S OWN MOTORCYCLE PUBLICATION

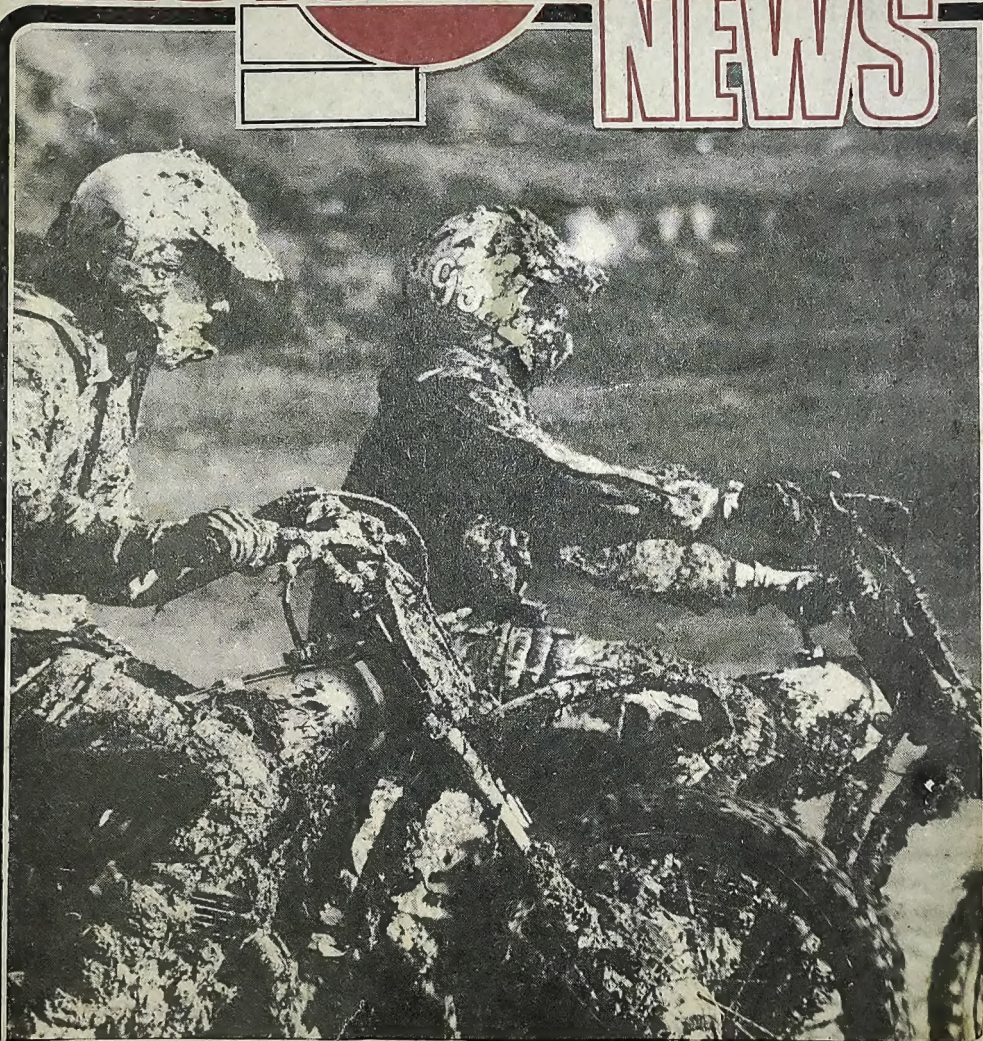
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**NEW  
ZEALAND**

**MOTORCYCLE**

**NEWS**





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# MOTORCYCLE NEWS

## Electric Scooter Produced In Australia

The manufacture of electric scooters in large quantities has begun for the first time in Australia. A Melbourne-based company, Electrodrive Proprietary Limited, has started production of two types of battery-driven scooters which the company says cost less than half a cent a kilometre (less than one cent a mile) to run.

The company intends to make 600 battery scooters this year after the ready acceptance of prototype and early production models manufactured over the past 12 months.

The pollution-free, silent economical, virtually maintenance-free vehicles have a range up to 50 km (31 miles) and are refuelled by plugging a cord into a household power point.

### SURVEY

The managing director of Electrodrive and designer of the electric scooters, Mr



The manufacture of large quantities of electric scooters has begun in Australia. A Melbourne-based company, Electrodrive Pty., Ltd., has started producing two types of battery driven scooters which the company claims cost less than half a cent a kilometre (less than one cent a mile) to run. The pollution-free, silent scooters have a 50km (31mile) range and are refuelled by plugging into a household power point.

Charles H. Dean, has been encouraged in his manufacturing plans by a survey in Sydney which shows that more than 90 per cent of urban trips in private cars there are less than 20 km (12 miles). The survey pointed to the possibility of electric vehicles being suitable for most trips now made by cars in Australian capital cities.

Though normal city road usage — such as workers travelling to jobs and housewives shopping — is regarded as a potential use of the electric scooters, Electrodrive's main market so far as been for security and maintenance work on industrial and other plants covering large areas.

For example, La Trobe University, which occupies a 1973 ha (477-acre) site on

the outskirts of the Melbourne metropolitan area, bought one electric scooter for its maintenance staff. It was so economical and practical that the university bought six more after the first had been in operation only two months.

Many manufacturing plants on the outskirts of Melbourne's metropolitan area also on vast sites. Efficient vehicles are needed for the use of security and other staff.

Already half a dozen such large manufacturing complexes use Electrodrive

scooters on either an experimental or fully operational basis.

The Victorian State Electricity Commission, which generates, distributes and sells all electric power in the State — and thus has a vested interest in the development of electric vehicles — is using two of the scooters in generating and storage plants.

### MAIL DELIVERY

The Australian Post Office, responsible for the dispatch and delivery of millions of items of mail every day throughout Australia, has expressed great interest in the scooters.

It is evaluating two models on suburban Melbourne mail delivery runs. Though the Post

Office has made no firm commitment, Electrodrive hopes it will become a major customer.

Electrodrive makes two models which sell for between \$A500 and \$A800. The cheaper model is a solo. The lead acid battery is carried in a compartment between the rider's feet and provides enough power to give the vehicle a 40 km (25 mile) range.

The second model has a sidecar attached which can carry a substantial load.

The three wheels of the sidecar model are so positioned that it is extremely difficult to tip the vehicle over. This model has a 50 km (31 mile) range.

Both models can be re-fuelled to within 80 per cent of their range by being plugged into a power main for two hours. Both models have two speeds.

The motor is a special traction 12 volt 500 watt with continuous 0.75kw (one horsepower) maximum output. It is driven by a two-step V-belt automatic tension drive. The battery is a lightweight special traction 12 volt 80 A/H at two hour rate with an expected life of 600 minimum cycles.

The solo model has a speed of 30 km/h (19 mph) and the sidecar version 39 km/h (24 mph). The company says the problem is to keep the speed down, as slow speeds are desirable for scooters used in industrial plants.

Mr Dean leased the company's manufacturing site in South Melbourne on the day he retired as research director of Repco Limited, Australia's biggest manufacturer of automotive parts.

That was at the end of 1972. Since then, he has built and tested several versions until the two current models were developed.

With the help of Mr Ray Bush, who was formerly associated with the Hawker Siddeley Group and the Crompton electric car, the company is launching a sales campaign emphasising the electric scooter's economy and pollution free aspects.

## COMING UP

In the next value for money issue of NZMCN..... the Ixion enduro and how the NZMCN team dared, prepared fared and repaired..... Peter Boyle profile, the 19-year old Lower Hutt moto crosser who has already risen to number two plate status..... ex Ministry of Transport bikes, what to look for and expect when you buy one.

Bikes you can read about over the next few issues..... Cooper 250 Enduro, Suzuki GT 550, and Ducati 750 Sport. The sort of bikes you'd like to ride.

And so much more.....



John Nicholls (CR250 Honda) showing the benefits of his trip to Australia earlier this year with the unofficial New Zealand moto-cross team

## WHAKATIKI COULD BE EXTENDED

It is possible that the 10,000 acre area set aside for trail bike riding in the Wellington Regional Water Board's Whakatiki Catchment area (Akararua) will be extended.

If this happens it will be directly due to the responsible attitude shown to date by trail bike riders using the Whakatiki Catchment.

The secretary of the Wellington Regional Water Board, Mr. G.E. Sheehan said that a lot of investigation and research is yet to go into the use of the land by trail riders but that so far the trail riding project had worked very effectively.

He said that to his knowledge riders using the area had been acting in a responsible fashion and there was

no plan at all to restrict the trail riding area, in fact it could be extended.

A report in Wellington papers stating that the Water Board were planning forestry replanting programmes in the Whakatiki Catchment was not correct said Mr. Sheehan.

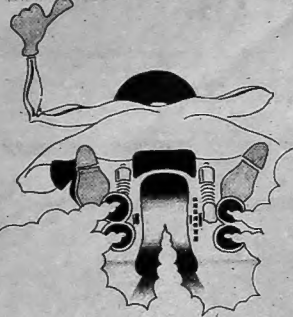
"The Whakatiki is indigenous forest and if we replanted, it would be with exotics. Before we did this we would have to remove the indigenous forest" he said.



8/9 NZ Open TT

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## SOUND OFF

A statement in this issue by Wellington Regional Water Board secretary, Mr G.E. Sheehan, that trail riders using the Water Board's Whakatiki Catchment area have proved to have acted in a responsible manner throughout is heartening news indeed to motor cycle riders who, as a group, have often been much maligned.

Far too often the news about motor cycle riders, read, heard or seen, by the general public is not good.

Much of the public's distaste for motor cycling probably dates to the days of dirty black leather jackets emblazoned with skull and cross bones. But that day is fast fading.

Nowadays "different" types of people are riding motor cycles and with the strong advent of the Japanese machine accompanied by riders wearing oilskins rather than leathers the whole motor cycling scene has taken on a different face.

Just because "different" people - perhaps more conservative than the original Hell's Angels element - have taken to two wheels does not of course mean that motor cycling has suddenly become more acceptable by the four-wheeled or Shank's Pony motivated people.

That will only happen after the printed news about motor cycles and motor cyclists ceases to dwell on the bad aspects and hones around to the more mundane but far more important aspect of responsibility.

For some reason, four wheels and a roof means acceptability and often responsibility; two wheels and a pair of goggles means just the opposite.

The situation is changing though. It is changing slowly now but let us hope it gains impetus from the sort of remarks made by Mr. Sheehan.

It is very important that when a Government area is set aside for any sport - let alone motor cycling - the participants in that sport recognise that they owe it to the people who let them use the land and other people who may wish to use the land for other purposes to act in a responsible manner.

So far the news from the Wellington Regional Water Board is all good. What makes it even better is that the trail riding taking place in the Water Board land is not organised - riders get a permit and go up there any time they like - so there is no one person ensuring that riders behave themselves. It's up the individual. And that's great because that's what motor cycle sport is - a rather individual sport - with each guy being responsible for himself and in this way for every other motor cyclist.

David Hall.

Managing Editor: David Hall  
Chief Correspondent: Rod Dow  
Art Director: Peter Bonner

Feature Writer: Bob Northrop  
National Advertising Manager:  
Tony Pillaris (Wellington office)

Contributors: Brian Lawrence  
Glenn Ducey, Alan Clarke, Roy  
Long, Peter Britten, Gary  
Watson, Peter Stevenson,  
Ian Miles, Russell Harris.

Photographers: Brian Hopping,  
Martin Stewart, Malcolm Green,  
Edgar Van Dendungen.

Office: Wellington: 44 Webb Street,  
P.O. Box 863, Telephone:  
50538.

Auckland: 502-787

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## CYCLE GUARD

Sir,  
Could you please inform me of the address of the U.S.A. Manufacturer who makes the Cycle Guard Burglar Alarm for motor cycles and is it possible to obtain one in this country? Would it be difficult to import one to New Zealand? R. Fyfe. Matangi.

As far as we know, no-one actually imports the Cycle Guard security system for resale but as these devices are believed to be manufactured by AMF-Harley Davidson we suggest you contact Stichbury Distributors, PO Box 1736, Wellington, the HD importers. The Cycle Guard is an electronic device powered by two 9 volt batteries which is mounted to the number plate bracket and is activated by a key switch at the side of the casing. If the machine to which the system is attached is moved without first deactivating the device, a continuous warning sound is emitted. Editor.

## AMBULANCES

Sir,  
I would like to point out that at the last Annual General meeting of the New Brighton Moto-cross club, it was passed that all club meetings have an Ambulance in attendance.

The reasons for having an ambulance well outweigh the reasons against.

## calendar

### JUNE

29 Nelson Club's Trial; Wairarapa Club's Scramble.  
Lions charity MX at Queen Elizabeth Park.

### JULY

5 Papakura club's beach meeting at Kariotahi.  
Drag meeting at Ruapuna circuit, Christchurch.  
6 Pioneer club's Motonau enduro.  
Whangarei club's 'mud-o-cross' at Poroti

Wairarapa club's (Wakefield Cup) trial; Nelson club's trial at Motueka; Hutt Valley club's mx at Jackson's Farm; Papakura club's trial (Cottingham Cup Series); Central Hawkes Bay club's mx and trial at Waipukurua.

13 Wairarapa club's road trial; Nelson club's mx.

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## GROUND RULES

Opinions expressed in the correspondence column are not necessarily those of the Editor, who reserves the right to shorten letters and correct grammar. Letters of 200 words or less will stand a greater chance of publication than those of greater wordage.

But nowadays with more than 100 bikes at a meeting an ambulance is essential. I can say from experience it is no fun waiting with back injuries for half an hour for an ambulance.

So riders, if you value your health, or even your life, then make sure your club has an ambulance in attendance - even if the A.C.U. is 10 years behind. R. N. Turner. Christchurch

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# CLARKSON CLICKS AT KARIOTAHĪ

Report and photos  
by ROGER KIRBY



Peter Clarkson [Kawasaki 500] won the North Island Open beach championships at the Papakura club's meeting at Kariotahi. Clarkson took the title after his chief rival, Forrest Cardon, retired his ailing Eso while leading on the eighth lap of the 16-mile event.

A grim weather forecast kept entries down for the meeting but in spite of the low numbers the racing was close, particularly for some of the minor placings. The title race provided the best entertainment and certainly kept up the tradition of hard title races this year. Clarkson led from the start with Cardon and Alan Franklin (Suzuki 550) close behind. The order remained the same with Clarkson and Cardon pulling away from Franklin, whose machine seemed to be down on speed.

Clarkson and Cardon were never more than a few feet apart at any stage and on lap 6 Cardon passed Clarkson.

But on lap 8 the Cardon

lign struck and he was forced to retire. Clarkson had only to stay on to win. Alan Franklin had a lonely second place on his Suzuki 550, with Ron Ashley, the only other finisher, third on a Suzuki 500.

During the meeting Forrest Cardon tried out a very interesting special — a fuel-injected 1020cc vee-twin JAP in a much modified Norton frame. The engine is an ex-speedway sidcar unit bought from NSW sidcar champion, G. Young and is reckoned to give about 110 bhp.

And in case you were wondering... beach expert Dave Muller decided not to contest this meeting but just watch and, as

usual, help with the organisation.

The Jones Cup event was a bit of an anticlimax, with Peter Clarkson winning fairly comfortably from Martyn Baylis on Ron Ashley's Suzuki.

Bill Capper foxed the handicapper to win both handicap events easily.

## RESULTS

North Island open beach champs — 16 miles: P. Clarkson, Kawasaki 500, 1; A. Franklin, Suzuki 550, 2; R. Ashley, Suzuki 500, 3.

Race 1 — 3 Lap scratch — Franklin, 1; L. Burdett, Kawasaki 750, 2; Ashley, 3.

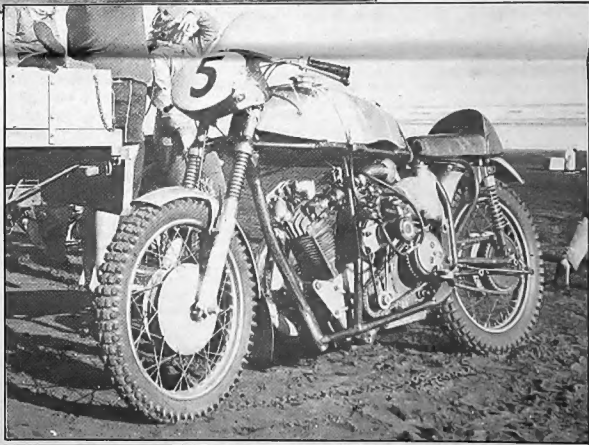
Race 3 — Jones Cup Scratch — Clarkson, 1; M. Baylis, Suzuki 500, 2; R. Simeon, Suzuki 350, 3.

Race 4 — 4 lap handicap, B. Capper, 400 Suzuki, 1; Ashley, 2; Clarkson, Honda 250, 3.

Races Capper, 1; Franklin, 2; G. Scott, Yamaha 350, 3.

Left: Peter Clarkson, Kawasaki 500.

Below: Forrest Cardon's 1020 JAP special is the biggest machine currently being raced on the beach and potentially the most powerful.



## LONDON MOTORCYCLE SHOW A SELLOUT

The initial space allocation for this summer's Earls Court, London, Motorcycle show (August 30 to September 4) has already been sold and extra space has been negotiated, state the organisers.

The Show will be the first-ever summer exhibition in London and it is expected to draw tens of thousands of enthusiasts from all parts of the country and the Continent.

Lists of events — motor

cycling and non-motor cycling are being made available to, for, on enthusiasts, and special package deals, including accommodation, are being offered to visitors.

The Show is being supported by all major manufacturers, dealers and accessory firms.

Star attractions will include a parade of superbikes, a try-it-yourself trials course, novice training track and a vintage display.

## CROSS LONDON RUN PROVES M/C ECONOMY

A commuter run across London at the height of the morning rush hour has proved beyond doubt that motor cycles and mopeds are the most cost effective means of urban transport.

The run, organised by the British motor cycle industry over an 8 mile (13 km) route showed that the most costly normal means of transport was the motor car which averaged only 7.5 miles/h (7.5 km/h) at an overall one way journey cost of 1.50.

The motor cycle averaged

nearly 15.5 miles/h (25 km/h) and the moped 14.5 miles/h (23 km/h), at a cost of 1½ pence per mile.

The train journey over the distance gave an overall speed of 11.5 miles/h (18 km/h), a taxi averaged just over 8 miles/h (13 km/h) and the bicycle just over 11 miles/h (17 km/h).

Other forms of transport tested included a chauffeur driven limousine and a horse drawn carriage, the latter of which was not surprisingly the slowest and most expensive means of travel, averaging just over 6 miles/h (9.5 km/h) and costing 30.

# WHITAKER LEADS IXION MX SERIES AFTER SODDEN SECOND ROUND

REPORT: Andrew Buchanan.  
PHOTOS: Craig Bates.



Lower Hutt's Gary Whitaker, with a display of determined, consistent riding, was top points scorer at the second round of the Ixion Winter Motorcross series, held at Otaihangas Road, Paraparaumu.

Bad weather and an axle-deep bog resulted in drowned engines, abrupt halts and mixed fortunes for many, but Whitaker, on a mono-shock 250cc Yamaha, emerged from the gloom to take a first and a third and hoist himself into the series lead.

Others were not so lucky. Previous points leader, Peter Ploen probably wished he was back on those dry Australian tracks, for he D.N.F., the first moto, but dried out his Suzuki in time to win the second leg convincingly.

Morley Shirriffs' back in the bag with a bike to match his abilities, took his Yamaha to second in both legs.

## TOUGH

Otaihanga is a course that a rider doesn't forget in a hurry - uphill, downhill and the never ending whoop-de-dos. The sand quickly compacts into ridges, hollows and bumps, and it's tough on both bike and rider. To make matters worse, the low-lying areas of the track had been transformed into deep, silty mud traps by the prevailing southerly storms. During scrutineering, everyone stood around in the rain and muttered about postponement, but entries from Christchurch and further north made this impossible.

The grotty weather had everyone reluctant to get out of bed and get rolling, and as a consequence practice started very late, being restricted to only ten minutes per class. In that short time, machine blues and crashes had bikes littered around the course.

Your faithful reporter, plagued with the insurmountable problem of exhaust stains on the front fender, retired to a grassy knoll to observe the day's action and watch everyone else fall off in the bog hole.

Qualifying heats were run to decide who made it to the big race and who didn't. Ploen and Shirriffs, both with a first and second in their heats, looked to be shaping up for a good dice in the main races. Peter Boyle was also fast, but rear brake hassles on his RN 400 Suzuki had him parking it early, and competing in both legs on a TM 125. He used this to good effect in the first 125 heat winning it from Brian Martin (Suzuki) and John Fitzgerald (Honda).

Martin was hungry for more points, being second equal at this stage with 29 but he had the bad luck to break something in his foot

a fortnight ago while road testing a bike. No doubt it was slowing him down.

Other 125cc heat winners were Christchurch rider Terry Pavill and Grant MacRae, both on Suzukis, with Honda rider Chris Maindonald taking the honours in the last heat. Peter Lockwood, back on a 125 after losing his RH250 Suzuki in a fire, collected a second, and Peter Rawles (Honda) gained consistent seconds in his heats.

## FIRST LEG

While the marshals looked around for a power boat or stray frogman to check out the low lying parts of the course, the riders lined up for the first leg. Everyone by now resembled a sodden mudball; the lap scorers were having trouble spotting the numbers through the clouds of steam as the bikes screamed out of the mudhole.

Ploen jumped into an immediate lead, with Boyle hot on his tail, and Shirriffs slotted into third. This order didn't last long; Shirriffs pushed his 250 mono-shocker past both, looking better than he has for a long time. Trying to catch him, Boyle fell off, remounted, but was soon to retire.

The floods had also stopped Ploen's ride, and Warren Lambess on another cantilever Yamaha, found himself in second.

Then confusion struck, Shirriffs' progress was slowed by the bog, and Lambess led, only to suffer the same fate. Chris Maindonald hit the front, but disappeared not long after. And Gary Whitaker was there to pick up the chips, taking the chequered flag from a fast-closing Shirriffs, with Lambess recovering to come home third.

Local rider John Fitzgerald outlasted all the 125's and took a hard earned fourth then back to Graeme Sword (Suzuki) for fifth.

Back in the pits everyone was wandering around saying 'who won? And no one seemed very sure. Such was the race, with the lead changing so many times, that only the lap scorers knew the full story. Your observant reporter thought Whitaker was a lap behind the leaders. His riding style belies his speed, as there is no razzle-dazzle flashy stuff, but the pace is there and he took a well earned win.

## MORE RAIN

The rain, after a brief respite, returned just in time for the final leg. Ploen zipped to the front, but first time around Gary

Whitaker had thirty yards on him, with Shirriffs holding third. The various lines through the bog had been reduced to a narrow path skirting the edge, with riders reaching colossal speeds just bordering on walking pace.

Ploen wanted this race, though, and quickly put Whitaker behind him, build-up a good lead and showing everyone why he is national champ. Shirriffs also got past Gary, and these three soldiered on through the rain, maintaining their positions to the flag.

Peter Lockwood, after a great ride on a Suzuki TM 125, finished fourth, and John Bullock (Suzuki) slugged in for fifth. Peter Moselen, fourth in the points standing after the first meeting, had a poor day, with a sixth in this leg being his best placing.

## CONSOLATION

Kevin Old won the odd number consolation race after trailing Clark Proctor for most of the race. Proctor finished with a second; both were riding Suzuki 125's Brian Paulin came home in third spot. How Old ended up in the odd consolation I don't know. For a start he was racing with an even number, and a third place in the 125cc heat would surely put him in the main race.

The even numbers consolation drew a smaller entry, and Bill Wetzel flew into the lead astride a 360 Yamaha. At the chequered flag he wasn't to be seen, but Francis Atkins was, and he and his Honda 250 took first place, with Paul Stewart (Honda) in second, and Noel Brooks (Suzuki) third.

Depleted entries and lack of interest in the trail bike class resulted in this event being scrubbed. Only five entries were received prior to the meeting; not one of these riders showed up on the day leaving only three late entries on the line for the first race: Result? No trail bike racing.

The bad weather kept a lot of riders and spectators away, and did nothing to help a motorcross series that is suffering from a lot of criticism and declining entries. The organisers are well aware of this, and invited criticism from the riders present so that any problems could be acted upon and rectified. It seems part of the trouble could stem from the Ixion club itself; despite the efforts of the working organisers they received little or no support from the rest of the club. The Winter Motorcross series has lots of potential, and deserves a better fate than this.



Mud, water and smoke that was what it was all about at the start of the first heat of the 125cc class which marked the beginning of the second round of the Ixion \$5,000 moto-cross series at Otaihangas on June 15.



Peter Boyle's bike lurches to the left and ends up burying itself and Boyle in thick oozy mud. Almost simultaneously Peter Ploen bogs his machine in the deep quagmire.



Morley Shirriffs, on his newly acquired Yamaha 250, literally plows his bike through a wet section of the course.

## RESULTS:

Heat 1, 125cc. P. Boyle, Suzuki, 1; B. Martin, Suzuki, 2; J. Fitzgerald, Honda, 3.  
Heat 2, 125cc. P. Pavill, Suzuki, 1; P. Rawles, Honda, 2; T. Eastwood, Honda, 3.  
Heat 3, Over 125cc. M. Shirriffs, Yamaha, 1; P. Ploen, Suzuki, 2; G. Sword, Suzuki, 3.  
Heat 4, 125cc. G. MacRae, Suzuki, 1; P. Lockwood, Suzuki, 2; Fitzgerald, 3.  
Heat 5, 125cc. C. Maindonald, Honda, 1; Rawles, 2; K. Old, Suzuki,

Heat 6, Over 125cc. Ploen, 1; Shirriffs, 2; Boyle, Suzuki, 3.  
1st Leg Winter MX. G. Whitaker, Yamaha, 1; M. Shirriffs, Yamaha, 2; W. Lambess, Yamaha, 3; J. Fitzgerald, Honda, 4; G. Sword, Suzuki, 5.  
2nd Leg Winter MX. P. Ploen, Suzuki, 1; Shirriffs, 2; Whitaker, 3; P. Lockwood, Suzuki, 4; J. Bullock, Suzuki, 5.  
Points after two rounds: Gary Whitaker 52; Peter Ploen 60; John Fitzgerald 38; Brian Martin 36; Morley Shirriffs 32; Warren Lambess and Peter Moselen 30.



# PETER COLLINS TOPS OUT BRITISH RIDERS' CHAMPIONSHIP

by DICK BARRIE.

Every season, the British speedway term ends with a climax at Manchester's famous Belle Vue circuit, when the top rider from each British League team comes up face to face with a capacity attendance of 35,000 solo fans. The meeting is the British League Riders' Championship, and it is usually a cracker!

Last season's event was perhaps a little short of the splendid racing that has characterised previous stagings — a happenstance entirely due to the rain which had soaked the track surface earlier in the day, and which persisted through much of the racing. But short on electricity, atmosphere and tension it wasn't — no clash of such a high-class field before such a devoted and partisan audience of that size could possibly be. Pre-meeting favourites were holder Ivan Mauger, six-time winner Barry Briggs — back in the field after a two-year absence — and home-track idol Peter Collins, who had outscored everyone else throughout the entire British League campaign and who had already received the European Championship crown in front of an equally large crowd at Wembley just seven weeks previously. However, with riders like the emergent Australian Phil Crump, English whizz-kids Dave Jessup and Tiger John Louis, to say nothing of the Boocock brothers or Scottish contenders George Hunter and Jim MacMillan, in the pits it would be a tough meeting wherever or whenever it might be staged — and it was!

On such a damp evening, getting out quickly was all-important, and as early as Heat 2 this was demonstrated by Peter Collins as he jetted away from Mauger at the tapes to win. Briggo appeared over-anxious in his first ride, and could do little to get back at winner Bluey Valentine and fast-moving Crump and Jessup, and it

was clear even at this early stage that Collins would be the man to beat.

## MAXIMUM

As the meeting wore on — and indeed, as the racing improved towards the closing races as the track began to dry out — Collins continued to win with style, brushing aside the brief challenges of major rivals Crump and Jessup within a lap. Ivan was always scoring points too, but it was Heat 11 before he could record a win, and by then it must have been for second man's money that he was shooting. Mauger's class showed, though in a brilliant ride from the back in Heat 17 as he picked off George Hunter and Eric Boocock after a poorish start, and his gallant — albeit unsuccessful — effort to catch Crump on the run-in left both Ivan and Phil with a total of a dozen. Collins soared through his final hurdle in the last race to pick up a faultless maximum, the generous applause of the crowd and the traditional pit-gate bumping from his fellow-competitors, and all that was left was for the run-off between Crump and Mauger to be witnessed to settle the minor placings.

From his best game of the evening, Ivan made no mistake as he took the young Victorian to the cleaners with four beautifully-paced laps, and the 1-2-3 were established for another year.

Peter Collins is already a star, and Peter Collins must now be by far the best British hope of new World Championship glory in years to come for a decade or more — he's that good.



## The European Biking Scene

By Roger Moroney

In the European summer of '74, I was fortunate in having the hard-earned cash, and the inclination to travel for a ten-month holiday. Being a biking fanatic, I ended up touring England and Wales on a 175 Honda I brought over there . . . but that's another story.

I toured Europe the lazy way, (the cheapest and most hassle-free way), by camping tour with a load of fellow Kiwis and an assortment of Aussies and Canadians. While I was travelling through the various countries, I kept an enthusiast's eye open to observe the biking environments there. The four main motorcycling scenes to my eyes were France, Italy, Germany and Spain.

France: The land of the specials, the cafe-racer set, and in general, the big lads. Maybe it was the large percentage of young people (rich young industrialists' offspring), and the varied range of machines available . . . for Paris streets were amply stocked with big Honda Fours and Japanese two-strokes . . . with the occasional Laverda and Benelli twin. The cafe racer scene is big there. Almost all the bikes have alterations of some sort, from a set of clip-ons to full race fairings and every possible accessory on the market.

"Where are the Moto-bane 'Three's Pierre?' I asked a bored looking guy suitably adorned in leather.

Oh, come on man . . . too much money you know?" he replied. He stepped closer, raising his hand to his mouth and whispered, "You wanna good time, eh tourist?"

I stepped back embarrassed and managed to croak "What?"

"Come and you watch my crazy brother Jean-Claude start his Norton . . . it's so funny even Papa

laughs . . . and poor Jean-Claude usually ends up biting the dog in spite!" I wandered off pondering the England invasion. The French indeed like their big Nortons, but I never saw a Triumph.

Italy: The Italians seem to love complexity and brutish good looks, for the majority of big motor-cycles, I saw in Rome were Japanese multiples. Where were the Laverdas and Benellis . . . M.V.'s and Guzzis?

The first day in Rome I did see a Moto Guzzi 350 Four. We stopped to observe the Trevi fountain . . . I ran off in the opposite direction to get a close look at this beautiful lightweight. The M.V.'s and the Laverdas were very expensive, even in their home country. "Precious little patriotism here" I wrote in my notebook at the time. Scores of Honda Fours, big four-stroke Kawasakis and Suzuki triples everywhere. Moving down the scale and the market was different. There were some makes of Italian two-strokes I'd never heard of before. In the lightweight class the Italians undoubtedly have the home market by the boots. Lightweight Japanese machines were virtually non-existent. Not even a Honda 125, surely one of the commonest tiddlers on our roads today.

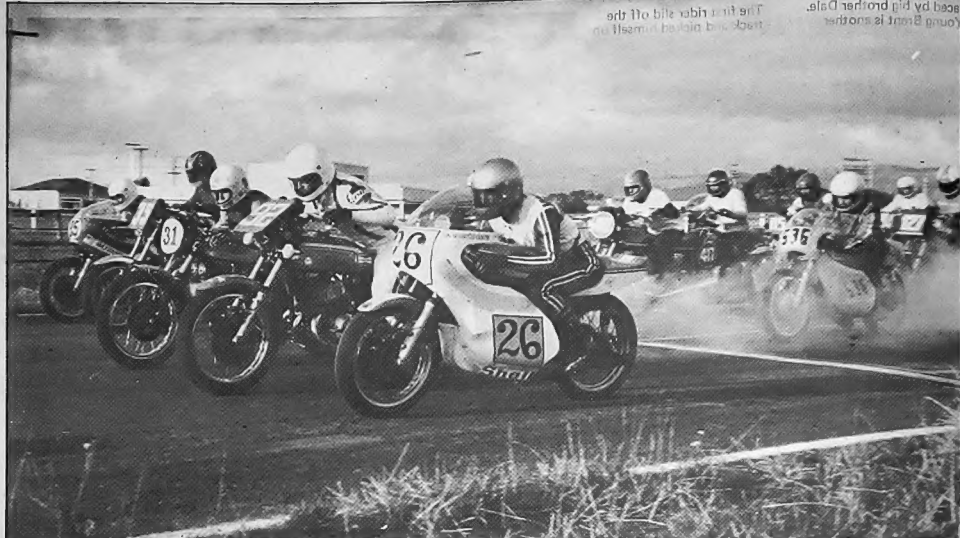
I wasn't disappointed completely, however, for the night we left Rome I saw a congregation of big Laverdas in a car park . . . and amongst them a simply beautiful black and

gold M.V. Augusta. Their owners were serious looking blokes . . . decked out in leathers and expensive helmets and boots. Perhaps they only come out at night. It's widely said that the Italians are reckless drivers . . . well not exactly reckless, but boy, on those Roman roads it's dodge or doom. With the blind car drivers and the price of petrol in the 'luxury' class . . . and constant suppressive legislation being showered upon them, you have to admire the Italian big-bike riders as real enthusiasts.

Germany: I remember very little of Germany as I drank more than a poor boy should. But before the sorties into the Beer Kellers began I did see some fine machines. I saw two very luxurious looking B.M.W.'s parked at the Rhine Falls along with several Suzukis . . . just Suzukis . . . must have been a club. Even the little 250's were customised with big tanks and solo seats, etc. They're proud of their individuality these Continentals. I was also lucky to visit the B.M.W. headquarters in Munich . . . and what an impressive building it is. I was able to pick up a pile of pamphlets on the 900 twins and a possible hint of things to come. I asked a very knowledgeable young lady in the Public Relations Department if the factory were stopped at 900. She said in faltering English, "Is there any need to go further?" I shrugged and pressed her about a rumoured 'Four'. She replied "Times must change and we must try many things at B.M.W."

Spain: Basically, from what I saw after spending





# WOODLEY SUPREME AT ACTION PACKED LEVIN MEETING

Blenheim's 350cc national road race champion John Woodley starred in an interesting and incident-packed Hutt Valley Club meeting at Levin on June 7. On board his newly acquired Suzuki TR500 water-cooled twin, Woodley won all four races he entered and set the fastest lap of the day at 55.5 seconds.

The meeting attracted entries from as far afield as Auckland and Christchurch - no doubt many riders wished to sample the circuit before the New Zealand Open TT meeting which will be held at Levin on November 1 this year. At least, it is scheduled to take place on that date. The Hutt Valley club has obtained the ACU permit for the meeting but it appears that the Castrol Six Hours production event is planned for the same date at nearby Manfeild. Obviously, one of the two events is going to have to be rescheduled.

## INTEREST

Twenty races were packed into the programme and there was still time for a couple extra. As well as the usual grade and capacity classes, sidecar and production events, the club ran a single-cylinder open race, a four-stroke open race and modified production races. This latter event allowed Steve Dundon to participate on a Ducati 750 Sport. Since winning the national 500cc road race title, Dundon has taken to riding the Ducati whenever he can - including,

at Levin, open racing class events. Although the Ducati didn't figure prominently in the results - apart from the four-stroke race where Dundon finished second to Graeme Crosby's Kawasaki Z1 - its appearance certainly added interest. Steve says the Ducati is the most beautiful machine he has ever ridden.

In another successful endeavour to create interest, two feature production events were staged, one excluding Kawasaki H2 750's and one exclusively for the two-stroke triple Kwakas. In the same way, the B-grade up to 400cc event was divided into two - one excluding RD 350 Yamahas and one for RD's only.

Prize money, while not being staggering in quantity, was evenly distributed through the programme, with \$15 going to the winner of each race, \$12 for second, down to \$2 for fifth. Woodley collected \$60 for his four wins, rushed off to Wellington for the ferry to Picton, drove through the night arriving at Timaru at 6.30 am, grabbed a couple of hours sleep

then won both his races on the Suzuki. He's keen. Auckland Mike Vinsen and Tauranga's Steve Maxwell showed they were pretty evenly matched on their Yamaha 350's, Vinsen claiming the first victory of the day on his air-cooled TR3, second place to Woodley in two open events, a fourth in the feature event and a second place to Maxwell in another 350cc race. Max-

Below: Two H2 riders go skating. Note one front wheel at far left.



Photo: Gordon Miller

Woodley (26) blasts off the line on his way to one of his four wins.

well, on a water-cooled TZ, trailed Vinsen in his first three events but followed Woodley home for second in the feature race and won his final outing.

New Zealand Senior Grand Prix winner, Rod North (Yamaha TZ 350) of Auckland finished third in the feature event and a 300cc event. He also brought his TA125 Yamaha in fourth in the combined 125/250cc race which was won by Christchurch's talented Brent Wylie on the TZ 250 Yamaha formerly

Right: Gary Goodyer of Wellington, on his unusual Honda 1000.

By Bob Northrop.  
Photos by Martin Stewart



aced by big brother Dale. Young Brent is another Wylie who seems earmarked for success.

## FORMIDABLE

Wellington charioteers Chris Olsen and Alistair Brown completely dominated the three sidcar events, on their Suzuki 750cc outfit. National sidcar champions Paul Corbett and Stu Forbes eliminated themselves from the day's racing when the sidcar wheel axle of their similar outfit broke during practice. The Olsen/Brown/Suzuki combination proved very formidable as the last season progressed. They finished third with 32 points in the national championships and if two meetings at Wigram and Teretonga had been included in the points table, they would almost certainly have been placed even higher.

Tony Cave and Dick Goodwin of Wanganui took two second places on their Kawasaki 750 outfit while Jeff and Chris Bond of Lower Hutt earned a second and a third with their BSA 750.

The production classes, as usual, were hotly contested. In the smaller 400cc class, Wellington's Nigel Caigou rode exceptionally well to take three class wins and a second place in the feature production which excluded Kawasaki 750's. Caigou earned his success after some tremendous dicing with Rotorua's Shane Laurent and Tauranga's Murray Hill. It seems that every time these guys get together on their RD 350 Yamahas there is a battle royal, with a different result every time.

The big capacity production classes were no less exciting. Kawasaki's of course, were the dominant force, with most of the North Island's top production riders present on H2 750's. But Auckland's Graeme Crosby turned up on a Z1 900, on which he gained two wins and two second places, one of the second places being behind Woodley in an over .350cc open event.

Fellow Aucklander Glen Williams emerged as the top H2 rider. Although beaten by Jeff Larsen of Mount Maunganui for first place in the H2 feature production event, Williams collected two victories in other races. His first came at the expense of Palmerston North's Craig Waugh and the second from Crosbie on the Z1. Lower Hutt rider Peter Fleming, who recently moved up to an H2 after campaigning quite successfully on a Mach 3 500 Kawasaki for some time, rode promisingly to three third places.

The fierce competition in this class led to several H2 riders coming to grief, including Alan Collison, who fell off while leading the feature production event on the first lap, and Rodger Freeth, who came off in an earlier race.

But the most spectacular incident involved a couple of unrecognised riders who did their thing coming into the start/finish straight during the H2 feature race.

The first rider slid off the track and picked himself up from the grass as his machine bounced back onto the circuit, straight into the path of a following rider who slammed into it and went tumbling down the track chased by two H2 front wheels.

## results

Race 1 - 350cc Racing - Vinsen, 1; Maxwell, 2; B. Wylie, Yamaha TZ 250, 3. Race 2 - 400cc Production - N. Caigou, Yamaha RD 350, 1; M. Hill, Yamaha RD 350, 2; A. Hughson, Yamaha RD 350, 3. Race 3 - Open sidcar - C. Olsen/A. Brown, Suzuki 750, 1; T. Cave/D. Goodwin, Kawasaki 750, 2; G. Skilton/D. Dibben, Norton 750, 3. Race 4 - B grade over 400cc - A. Deloutour, Kawasaki H2 750, 1; A. Frew, Kawasaki HIR 500, 2; D. Bedford, Kawasaki H2, 3. Race 5 - B grade up to 400cc (excluding RD 350 Yamahas) - G. Avenall, Yamaha TD3, 1; R. Pierce, Yamaha TZ 250, 2; J. Gallagher, Suzuki TM 400, 3. Race 5A - B grade up to 400cc (Yamaha RD 350's) - Caigou, 1; S. Laurent, 2; Hill, 3. Race 6 - A grade - Woodley 1; Vinsen, 2; Maxwell, 3. Race 7 - 250cc racing - Wylie, 1; Avenall, 2; Pierce, 3. Race 8 - Over 400cc Production - G. Williams, Kawasaki H2, 1; C. Waugh, Kawasaki H2, 2; P. Fleming, Kawasaki H2, 3. Race 9 - 251-Open racing - Woodley, 1; Vinsen, 2; Maxwell, 3. Race 10 - Single cylinder open - Gallagher, 1; G. Watts, Yamaha MX 250, 2; K. Timney, Suzuki TM 400, 3. Race 11 - 400cc modified production - Caigou, 1; Laurent, 2; Hill, 3. Race 12 - Open sidcar - Olsen/Brown, 1; Cave/Goodwin, 2; J. Bond/C. Bond, BSA 750, 3. Race 13 - Open Astroke - G. Crosbie, Kawasaki Z1 900, 1; S. Dundon, Ducati 750 Sport, 2; G. Goodyr, Honda 1000 Special.

Race 14 - Feature Open racing class - J. Woodley, Suzuki TR 500, 1; S. Maxwell, Yamaha TZ 350, 2; R. North, Yamaha TZ 350, 3; M. Vinsen, Yamaha TR3 4; Goodyer, Suzuki TR 350, 5. Race 15 - B grade Open - Frew, 1; Gallagher, 2; G. Goodyer, 3. Race 16 - Feature production (excluding Kawasaki 750's) - Crosbie, 1; Caigou, 2; Hill, 3. Race 16A - production (Kawasaki 750's only) - J. Larsen, 1; Williams, 2; Fleming, 3. Race 17 - Sidcar feature - Olsen/Brown, 1; Bond/Bond, 2; Skilton/Dibben, 3. Race 18 - Over 350cc - Woodley, 1; Crosbie, 2; A. Collison, Kawasaki H2 750, 3. Race 19 - up to 350cc - Maxwell, 1; Vinsen, 2; North, 3. Race 20 - over 400cc modified production - Williams, 1; Crosbie, 2; Fleming, 3.



Above: Chris Olsen and Alistair Brown (Suzuki 750) had things all their own way in the sidcar events.



Above: Brent Wylie of Christchurch (Yamaha TZ 250) races to victory in a 250cc event.



Steve Dundon, national 500cc road race champion, now campaigns on a Ducati 750 Sports since the Suzuki TR500 he formerly raced was sold to John Woodley.

# NICHOLLS SKATE

## in N.Z. minia



Above: Overall winner, and master of the conditions, John Nicholls (Honda 250).

Below: Second placeman Graeme Sword sends the mud flying skyward on his RH 250 Suzuki.



Christchurch dirt rider John Nicholls (CR250 Honda Elsino) skated over a treacherously muddy surface with the skill of a veteran to win the New Zealand open miniature T.T. championship final at the new Honda Park circuit at Darfield — some 40 miles west of Christchurch.

As many of his rivals buried themselves in the sea of mud, Nicholls never looked like putting a foot wrong. On a steadily deteriorating track, his throttle control was quite outstanding.

The runner-up in the 10-lap final was Graham Sword (RH 250 Suzuki), showing a welcome return to top form after some months of indifferent performances. It was his first meeting with the suspension on his Suzuki modified to give more movement and afterwards he reported that the improvement was "fantastic". "It was 100 per cent better than before."

Third place was yet another Christchurch rider, John Penny (400 Malco), on the first of the big capacity machines.

Unfortunately, the expected clash between two of the leading 250 cc riders in the country — Graeme Stapleton and Ross Horsburgh — did not take place. Horsburgh, the top scorer in the 250 class at the inter-island scramble, withdrew at the eleventh hour to concentrate on university studies and Stapleton, a former national champion now better known for his exploits on speedway, crashed.

### Stapleton Crashes

Firm favourite for victory with Horsburgh out of the meeting, Stapleton's chances disappeared in the first qualifying heat when he lost control in the mud at top speed. His 250 Kawasaki went flying and he hit the ground with a fearful wallop. For a time it seemed as if he might have seriously hurt himself but after a time he was able to hobble away. He insisted on racing again later in the day but was obviously badly detuned by his experience.

There were 115 entries for the championship — a record of some sort for a single title, at least in the South Island. This presented problems to the organisers, the New Brighton Moto-cross Club. Holding three points races was clearly out of the question so the club settled on a series of qualifying heats, repechages, semi-finals and a final. The top 15 from each of the semi-finals were allowed to start in the final.

Top honours in the first five-lap semi-final went to Garry Norris (Suzuki), who led home Andy Sintes (125 Suzuki), Gordon Holland (360 Holland special) and

John Penny in that order. John Nicholls dashed through the mud to win the second semi-final in a close finish with John Hanning (CR250 Honda) and Graham Sword. Former New Zealand open champion Robin Happer (CR250 Honda) was fourth.

It seemed as if the final would be between Norris, Sintes, Nicholls, Hanning and Sword but the final was a very different race from what was expected. From the drop of the flag it was the former New Zealand representative, Gordon Holland, who shot into the lead on his C.Z.-powered special. He clung to the lead for two laps and seemed to have a grand chance of winning the New Zealand title which has eluded him so narrowly before.

### HOLLAND UNLUCKY

But then, near the end of the third lap, disaster struck. The left hand foot rest dropped off Nicholls, who had been in close contact, quickly shot into the lead he was to hold until the finish. A short time later, Sword swept past, too. Although Holland tried desperately to hang on to the new leaders it was a hopeless task. He was still third on the seventh lap but rapidly losing ground and retired soon afterwards.

Penny rode with great consistency to claim third, just holding off Happer who improved well from a poor start — he was eleventh at the end of the opening lap.

John Hanning, who had looked a strong contender after the semi-finals, was never higher than fourth and eventually settled for fifth after a minor excursion off the track. But he fared better than Norris and Sintes, who had also been very prominent in the semi-finals. Both fall victims to the treacherous surface.

Results (all riders from Christchurch) were:-

## Results

First semi-final (five laps) — G. Norris (Suzuki) 1; A. Sintes (Suzuki) 2; G. Holland (360 Holland Special) 3; J. Penny (400 Malco) 4; B. Williams (250 Honda) 5.

Second semi-final (five laps) — J. Nicholls (250 Honda) 1; J. Hanning (250 Honda) 2; G. Sword (RH250 Suzuki) 3; R. Happer (250 Honda) 4; P. Doecke (Suzuki) 5.

Final (10 laps) — Nicholls 1, Sword 2, Penny 3, Happer 4, Hanning 5, A. Stapleton (400 Suzuki) 6.



# ES TO MUDDY WIN

## ature TT

By Rod Dew

Photos by Paul Harrington



A. Atkinson falls victim to the treacherously slippery conditions. Above left: Andy Sintes gives a fellow competitor a taste of the mud from his back wheel. Above right: Sixth-placed Alistair Seaborn guns his Mico through the mud.



# ACTIVITY ON THE SIDECAR SCENE

There is plenty of activity on the sidecar scene these days, with outfits changing hands and new ones being planned.

National sidecar champion Paul Corbett has disposed of his gleaming red outfit, minus the Suzuki 750cc mill, to Wellington's Peter Marshall, who took delivery straight after the recent Levin meeting. But don't think you've seen the last of 'Stan'! Come next season and I'll guarantee he's out there defending his title with a totally new outfit.

Chris Olsen, the Wellington charioteer who gave notice last season that he was going to be a force to be reckoned with, and who came a close third in the national points table, is also selling his outfit - complete with Suzuki 750cc motor. (See Classifieds on page 15). Olsen works as a mechanic for W. White's in Wellington, the national distributors for Yamaha machines. It makes you wonder if there might be a water-cooled four-cylinder 750cc Yamaha-powered outfit on the circuits next season. "No comment" from Chris, but it has been done in Britain, where Mac Hobson is enjoying considerable success.

Former sidecar champion and runner up in 1974/75, Gordon Skilton is said to have another of the Suzuki 750 'waterbus' motors hanging around in his shed, waiting to have a frame built around it. Skilton, with his polished riding, achieved his success on a rather out-dated machine and better equipment could once more put him on top. His Norton 750-powered outfit

is one of the very few around which is not a 'kneeler'.

## OFF TO SINGAPORE

One campaigner who won't be racing - at least not in New Zealand - next season is Lower Hutt's Jeff Bond who, with brother Chris doing the acrobatics in the chair, did the rounds with an immaculate outfit powered by a Devimead BSA 750 motor.

Bond, a welding engineer for the British Oxygen Company and presently engaged in work with New Zealand Industrial Gases, has been transferred to Singapore for a couple of years. He will be departing within two months. His outfit is for sale at \$2000, including spare motor. You can contact him by phoning Wellington 663182.

Sidecar racing seems to be gaining in popularity after being down in the dumps for a while. There is no doubt that a good field of chairs provide much spectator appeal and with the possibility of more money being injected into this side of motor cycle sport next season, this can only be stimulated.

Top right:

Corbett (Suzuki 750), leads Skilton (Norton 750) at Porirua, 1973. Note the differing outfits.



## MOLLOY'S H-D FOR SALE

The 350cc Harley Davidson road race machine which Ginger Molloy raced last season is up for sale. Stichbury Distributors of Wellington, the owners of the machine, are asking \$3650 for it, complete with full spares kit and spare alloy gas tank.

It was hoped that Molloy would be given one of the new 500cc Harley Davidson twins some time this year. For the '75/'76 season, and in particular, the Marlboro series. But it now seems that there is virtually no likelihood of this eventuating. So it is probable that Molloy will contest the '75/'76 Marlboro Series on his up-dated Kawasaki H2R 750cc machine.

Molloy competed in the last Marlboro series on the

petitive. Although it is still down slightly on power compared to a quick Yamaha TZ 350, the Italian machine is said to handle and brake better.

The success of the 250cc Harley Davidson road racer in World Championship events might lead one to think of the possibility of converting the 350 to a 250, but there are many reasons why this would be impractical - not the least of which would be the high cost of conversion.

The 350 is at present on display at the Collett and Fleming bike shop, Great North Road, Auckland.

## COMPETITIVE

But in 350cc class racing it's a different story and the Harley is much more com-

## Products

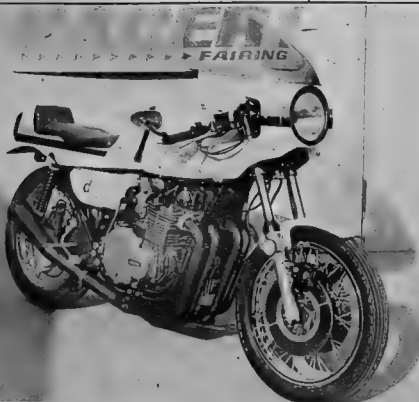
Has your bike got the exhaust pipe blues? Blueing of exhaust pipes is a common problem which detracts from the otherwise impeccable appearance of many machines but it is one about which many owners are curiously complacent. Anything which detracts from appearance - such as rust for example - also detracts from value but unlike rust, in which metal is actually 'eaten away' and never to be recovered, blueing of pipes can be remedied, even if not prevented.

One old trick to try and prevent the blueing of pipes is to wrap a coil of reasonably thick wire around the pipe for a few inches where it leaves the exhaust port. Evidently this is to attract the discolouring process to the wire itself instead of the pipe but it is not always effective.

But once the discolouring is there it is still not much trouble to remove, if you are prepared to put in a bit of elbow grease and splash out \$1.65 on a small bottle of pale-green stuff called 'Blueaway'.

Blueaway is a petroleum-based product which is claimed to "remove the blue colouration from the chromed exhaust pipes of cycles and autos". We've tried it and it works. We applied a small amount via a soft cloth onto a heavily-blue pipe of a BSA 650 and found that the blueing began to disappear after only a few moments of easy rubbing. Where the pipe had not been scratched, it was restored to a gleaming condition after the Blueaway was removed with another soft dry cloth.

Blueaway comes in a glass bottle containing just over two ounces of the product. It's made in Germany and is imported by Stichbury Distributors of Wellington, who offer it to you for \$1.65 a bottle. No one is suggesting that application of Blueaway is a permanent cure - it's more of a cosmetic - but we found it lived up to its claims. If you are bothered about the appearance of your bike and your pipes are blue, try Blueaway.



## Cafe Racer Kawa 900

New additions to the Racer 1 line of cafe racing equipment are shown in the above photograph. This equipment is designed for the Kawasaki 900, 750 and 500 and includes bars (black or chrome), tank and seat (dual or solo), bar end mirror, front guard (three styles), rear set controls and a choice of three fairings - quarter, half or three-quarter. Shown is the half-fairing. All kits come complete with mounting hardware and instructions. Kits are also available for Honda, Yamaha, Suzuki and Norton machines. The Racer 1 four-into-one exhaust system for the 900 Kawasaki is said to offer an increase in performance and mileage, along with considerable weight savings. It is available in black or chrome from Dick's Cycle West, Inc; 304 Agostino Road, San Gabriel, California 91776, USA. A catalogue is also available.





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# THE BIG SWITCH

or learning to love a yamaha

By Roger Maroney

I sat transfixed to the blue shimmering screen, as some overweight private detective was being accosted by a weedy looking character brandishing a knife. On the stereo was some rock'n'boogie, and in the hall, Mum was attempting to relate a recipe for a fruitcake to my sister. Dad was busy nailing together a distorted ladder, while the "Silver Star" roared past... drowning out the noise of Diane screaming something about the place being unbearably noisy. I stirred...

Gosh darn... If 'Ag' can make the switch... then why not me?

The television faded, the stereo fused, Mum replaced the phone, Peter dropped his hammer, the "Silver Star" derailed and young DI the Brave sat down. A chorus of "What?" ensued.

"Listen one and all", I intoned... "He switched from four stroke to two... and so will I, for I've found the perfect weekend fun bike... and a very economical little proposition it is too."

It was a DT 100 Yamaha Enduro. A fine looking instrument, slim and pokey, and going for a modest price. It had been on my mind all night, about how I was going to break the news to an already motorcycle saturated gang. The deposit to hold the machine had been paid, and the next day, the rest of my hard earned greenies would have the bike out of the shop and beneath me.

And I was right, (occasionally my fortune fluctuates and I do things to plan). I stuffed the ownership papers into my back pocket, secured my battered "Bell", and climbed about the beast. The dealer gave me a quick run down on two stroke maintenance and operation.

"O.k. Ago... now feed her out to 4000 revs and feather out the clutch... keep the revs climbing while the clutch is going out... and she peaks out at about 10,500, though the motor'll take 11... got it?"

"Si, sen'or Gould... I have it!"

"Oh and watch those revs... don't go over 40 mph, as she's just had a rebore"

"Uh-huh"  
 I swung the pedal through and the machine

gun rattle (with the smoke) greeted me.

Gone was the soaring acceleration of my number one bike, the Honda Four, and hello to motor mower gearing. Riding along at 30 with a cackling bumblebee riding along the grass beneath me, I was grinning widely... I liked it. That first morning was spent riding along the grassed area on the Napier beach, accelerating and stopping...

familiarising myself with the whims of the little hundred... and that was when the engine coughed shrieked... and died. No amount of kicking would persuade the DT to 'come alive'. Gentle coaxing like "Come on Yammy... please go" turned to an out and out determined "Start ya little sod" But it was silent, and in my despair, a boot sadistically fueled my temper by aiming itself at the engine, thereby snapping off the petcock and choke button. I was not at all soothed by the lashing out... In fact it only made matters worse.

Monday morning and the little Yamaha was taken away on the back of a ute to be examined and cured. The trouble was diagnosed as a clogged exhaust chamber, so the surgeon opened it and removed the tumors from within. I picked the machine up again and noticed a dramatic increase in power...

and a lot less blue smoke was gushing out. I proudly took the bike to work and displayed it for the first time to one and all. It was running well, despite requiring a pair of pliers to turn it on, petrol that is. But on the way home the dreadful splutters returned and it went out like a light after a mile.

It was o.k. I thought, I'd only run out of gas so I turned the lever stubb

round to reverse. I sat for a few minutes waiting for the gas to flow and began to kick again, and again... and again. Though the machine was hot, it apparently only ran on full choke before it died altogether. Thoughts of petrol starvation, blocked jets, seized engines, cracked big ends and blocked radiators ran through my tortured head. I ended up riding for another mile on full choke before it gave in altogether... necessitating the use of two limbs. Another phone call was made that night and the dealer was amazed.

"Are you sure?" he said. "Yes, it's very quiet at the moment... not a murmur" I replied again on Tuesday morning and a reassuring call was made on Tuesday night.

"How's the Yam?" I asked. "Great... oh tell me, how do you put the Honda onto reserve when the main tanks dry?"

"Turn the lever right" I replied.

"Correct, and ahhh... Yamahas work the opposite" he said. "Explanations were not required... nor would contradicting excuses be of use, I'd turned the petrol off and that was that. Wednesday morning I received the Yamaha DT100 (I decided to erase the past five days from memory and start again)

"Mum... the Yamaha I bought's here." "Oh great" (she was going along with my new bike today delusion as well) I'd bought a new petcock for it and had it fitted and tanked up with oil and petrol. First kick and it burbled away happily. I mused to myself as I blipped the throttle...

"Ago had teething troubles with the change to two stroke... but now he's doing great, so I should be o.k. from here on."

And I rode it happily down the road for three hundred yards when the plug oiled up.

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# Moore On Speedway



In this column, former double world speedway champion and multiple New Zealand title-winner **RONNIE MOORE** keeps NZMCN readers in touch with events at home and abroad.

## WORLD CHAMPIONSHIP UPSETS

Zenon Plech of Poland and Grigori Chlinovalski of Russia were both eliminated in a sensational World Championship meeting at Krumbach, West Germany. However, Plech moved forward to the Continental semi final at Olching as reserve and when another rider was injured, he contested the meeting and finished third.

The other Continental semi final at Prague eliminated the 1973 World Champion, Jerzy Szczakiel of Poland so with Czechs, Germans, a Hungarian and a Dutchman all coming through the qualifying rounds, it looks as though the Poles and Russians will not have everything their own way this year.

Up at Skien in Norway, Dane Ole Olsen emerged victorious in a battle between the Scandinavians Soren Sjosten of Sweden

and the Englishman, Anders Michanek only just qualified for the next meeting. Norway's top two riders, Dag Lovaa and Reidar Eide both qualified in the top nine for the Inter-continental final at Gothenburg, Sweden. They were joined at Gothenburg by three Australians, two New Zealanders and two

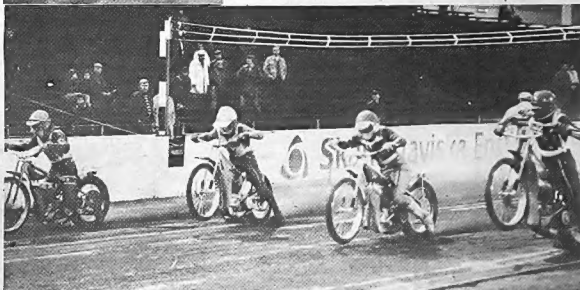
Americans. Phil Crump and Barry Briggs were both seeded direct. Back in England, Ivan Mauger qualified for New Zealand with three wins out of three meetings; Billy Saunders and John Boulger were the top two Aussies and Scott Autrey and Steve Gresham, as the only two UK-based American riders, qualified automatically.

I haven't received the full results yet, but Mauger won the Gothenburg meet-

ing, with Olsen, points from Michanek, with Olsen and Bernt Persson, of Sweden, equal third. Autrey was fourth. Mauger was beaten by Olsen in his first heat but went on to win his other four rounds. The hero of the meeting was Barry Briggs, who started with his collar bone broken in three places and was then the night's only casualty



Bernt Persson leads American Scott Autrey, Australian Phil Crump and Englishman John Boulger - all racing at the Inter Continental final at Gothenburg early in June.



Wheeling out of the gate is Barry Briggs (on the inside) taking place in his first race at Gothenburg in the Inter Continental final since he won the final there in 1968. Other riders are (left to right) Bernt Persson, Bernd Jansson and Reidar Eide.

— he was taken to hospital after injuring his foot in a crash.

The top eight riders from this meeting will take part in the European final at Wroclaw, Poland, on August 24. They will be joined by eight riders from the East European continental final at Leningrad, Russia.

## BEST PAIRS

At Maribor, Yugoslavia, the English World Best Pairs Championship contender Peter Collins was replaced at the last minute by Ray Wilson. Collins withdrew after the sudden death of his father. England finished second to Germany, with Austria

third.

At the same time in Fredericia, Denmark, the home pair of Olsen and Norgaard won the Danish round from Sweden, with Australia third. Originally, Ivan Mauger and Barry Briggs were to represent New Zealand but after Barry got hurt, Ivan refused

Cont. on page 15.

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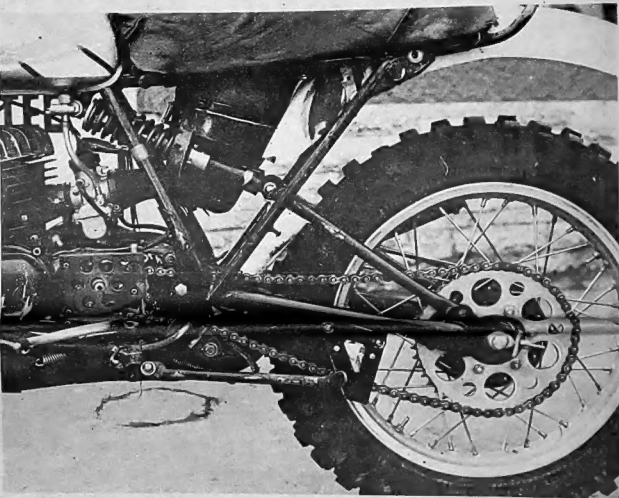
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# sports commentary

**CHARTER FLIGHT TO ONTARIO?**  
How would you like to jet across to the USA later this year to witness the AMA national road race at Ontario raceway? Malcolm MacGregor, the NZ Marlboro series co-ordinator, is trying to arrange a two-way deal with an airline company which would enable New Zealand enthusiasts to see the Ontario races - at which most of the world's top riders could be expected to compete - at a cost 60% less than the normal fare.  
Malcolm hopes to charter a DC10 aircraft which would provide seats for 233 spectators and would allow for 10 free seats for a team of Kiwi riders and mechanics.

One of the aims of the scheme is to provide leverage with the company concerned to enable American riders and mechanics to come to New Zealand next summer for the Marlboro series.  
If Ontario does not prove popular, it is possible that Malcolm could try and arrange a similar deal for the 1976 Daytona races.  
But for the scheme to work it would not necessarily mean that more than 200 New Zealanders would have to buy tickets to go to Ontario - it is quite possible that other non-motorcycling organisations would be interested in cheap seats to California.  
If you are interested, contact Malcolm at 124 William Street Petone; phone Wellington 686889.

**MCLACHLAN'S SIGHTS ON MARLBORO GOLD.**  
The new "King of Ruapuna", Paul McLachlan, is determined to make his mark in the next Marlboro international road racing series. He has resisted the attraction of the Australian Pan Pacific series and instead will spend his time making sure he is properly prepared for the coming New Zealand racing season.  
"I hope to do a lot of work on the TZ750 Yamaha in an effort to get it to handle better. I am going to fit gas suspension units for a start," he told NZMCN.



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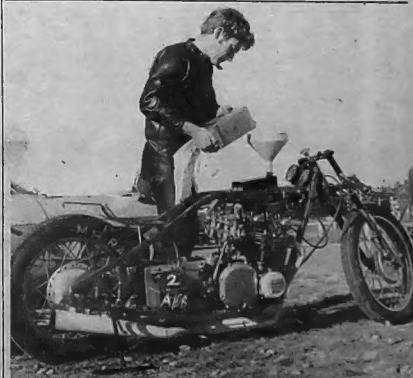
"My chief idea is to get well organised and do all the major New Zealand meetings next season. If I went to Australia, I would come back disorganised and would not be able to give of my best."

The 25-year-old racer, who is now back in Christchurch after several years in Wellington, also hoped to race in more classes next season. The open class will of course remain the most important for him but he is also keen to get a TZ 700. "There are too many meetings at which I can only get one or two rides with the TZ 750. I want to get in as much racing as I can"

He also wants the TZ350 twin as a back-up machine for the bigger bike. "There are some tracks which just don't suit the TZ750. And in the wet, it is rather a handful."

European Biking Scene, cont. from page 5.  
five "days" in Barcelona, a land of two-stroke buzzers and scramblers. I witnessed the occasional tourer, riding B.M.'s and Jap biggies, all loaded to the gills with tents, packs, ladders, washing machines, umbrellas and 20 mm cannons. They leave nothing behind, every little thing is taken along. But some do leave things behind... as I overheard. Or I thought I overheard. A young chap was on his big Honda and was in a right old state, telling his buddy "I left Lucinda at home."  
I forgot to pick up my Lucinda".  
His mate was unsympathetic... "Did you bring your tent?"  
He said yes and went on in rather lengthy detail about how he could not get the same enjoyment out of the tent.  
Oh yes... Europe is a cycling world within a world.

The latest cantilever Yamaha? Nothing like it. This is actually a side view of the new suspension which former New Zealand scrambles champion Graeme Stapleton has built up for his 250 Kawasaki dirt racer, "Stape", who sacrificed a season of speedway in Britain to look after injured Ronnie Moore's shop, reports that the new system has resulted in a marked improvement in handling.



Earl Nunn, of Manapouri, refuels his potent Kawasaki ZI powered drag bike at a recent meeting at Ruapuna Park, Christchurch. Nunn is a new face on the scene but judging by the times he is putting in he won't be unknown for long! The power plant is said to be standard and Nunn recorded a fastest time of 11.1 seconds over the quarter-mile. The public meeting attracted only seven entries but the performances were of a high standard.



Cont. from page 12  
to go to New Zealand put in their reserve pair of Garry Peterson and Bruce Cribb, who did very well to get within two points of qualifying for the final.  
The Embassy International meeting, one of the biggest of the year, held at



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my wild track Wimbeldon, was won by Ole Olsen, but the big surprise of the meeting was the ninth place of Ivan Mauger. Ivan had no trouble with his bike, but said after the meeting that he was just off form, having ridden at a meeting at Exeter that morning and then driving flat chat up to London to make the evening meeting.

#### TRACK CHANGES

Following some poor 1974 international returns in Poland there are some revolutionary track changes going on. Most of the Polish tracks had a thick, black, coal surface, which made it lousy racing conditions for visiting riders. Now in its place is the traditional British-type red shale, laid on shortened tracks, more to the pattern of the average British track.

Ole Olsen has joined forces with his local council as his home town in Denmark, and they are in the process of building a speedway that will hold 40,000 people. You cannot get red shale in Denmark so they are shipping it over from England... says a lot for red shale.

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Suzuki TR 350 ex Lawton & Boyle. Timed at 135 without fairing, Suzuki C.D.I. Ignition, Disc brakes, factory carbs. Has had major alterations to frame and suspension.

Finished 6th in The Mini Marlboro Series, behind 4 700's and 1 500 Suzuki. Also came 1st at Wanganui, Auckland, Bay Park and Timaru. 2nd at Christchurch in the 74/75 Marlboro Series (B Grade class).

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#### FOR SALE

500cc Kawasaki, HIR - Type road racer. Just rebuilt. This machine, with rider Ashly Frew, has recently achieved a 1st, a 2nd in B-grade and a 3rd and several 8th & 10ths in open and B-grade events. Rates as a top B-grade machine with A-grade potential. Ideal for beginner with some experience.

Price \$2100 contact Malcolm MacGregor, 124 William Street, Petone Telephone 888889 (home), 687189 (bus).

#### FOR SALE

Immaculate TR2 350 Yamaha. Rebuilt crank, disc brake, muffled. Some spares. \$1500 o.n.o. Contact Ashley Frew 157 Stokes Valley Road, Stokes Valley. Phone SV 8060 (Home)

#### FOR SALE

Suzuki T.M. 125 or Honda C.R. 125. Write to A. Burrell, 9 Dinwiddie Ave, Napier, Phone 32001.

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